

## DOCUMENTS

*Relating to compensation to Pursers in the Navy, &c.*

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JUNE 11, 1836.

Laid on the table by Mr. SOUTHARD, from the Committee on Naval Affairs, and ordered to be printed.

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NAVY DEPARTMENT,

10th June, 1836.

SIR: In answer to your letter received the 3d instant, requiring statements of the usual annual disbursements made by pursers at navy yards, &c. I send you a letter from the Fourth Auditor, and a tabular statement accompanying the same, which contains all the information upon the subject of your inquiries in the possession of this Department.

The bill "to establish and regulate the navy ration, and for other purposes," is returned. Not having before me the information upon which the bill was reported, I do not think I could offer any important suggestions as to the provisions of the same.

I am, very respectfully,

Your obedient servant,

M. DICKERSON.

Hon. SAMUEL L. SOUTHARD,  
*Chairman Naval Committee, Senate.*

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TREASURY DEPARTMENT,

*Fourth Auditor's Office, June 10, 1836.*

SIR: Upon the letter of the Hon. Samuel L. Southard, chairman of the Naval Committee of the Senate, addressed to you on the 31st ultimo, asking information concerning the disbursements made by the pursers of the navy, and which has been referred to this office, I have the honor to report as follows:

The first column of the enclosed exhibit shows the amount of the expenditures at the navy yards in 1835; and also the probable annual expenditure, on every account, except provisions, in each class of vessels whilst in commission.

The expenditures at the navy yards vary greatly; as the annual appropriations, from the nature of the case, are not and cannot be uniform. It would be difficult, therefore, to say, with much precision, what the usual annual disbursements are.

The sums set down as expenditures in the vessels are but approximations to the exact amounts expended, but it is believed that they do not vary materially from the average annual expenditures. The result has been obtained by taking the expenditure for a cruise, or for two cruises, and dividing it by the years and months the vessel had been in commission. There is often, however, a very considerable difference in the expenditures in vessels of the same class for cruises of the same length. This may be occasioned by a variety of causes and occurrences which it does not appear to be necessary to enumerate in this report: they are such as affect the contingent expenses of a vessel.

The second column shows the amount of annual expenditures in vessels, including expenditures for provisions.

The third column shows the amount of the annual compensation of the pursers, exclusive of their pay and rations. This allowance is for house-rent, fuel, and servant hire, and is the same at all the yards, except at Baltimore, being limited at that station to two hundred dollars. This column shows also the profits supposed to be received at present by pursers when at sea in public vessels.

The fourth column shows the amount that will be received annually by the pursers under the three and a half per centum mentioned in the bill which accompanied Mr. Southard's letter, supposing the expenditures in the vessels to correspond with the sums in the first column.

It is difficult to estimate the disbursements on account of provisions with much precision. The issues of provisions, in consequence of the commutation of the ration which is allowed, are irregular, and may vary greatly, according to circumstances, in the same vessel, and with the same number of persons on board. According to a regulation of the Navy Department, the complement of men, including officers and marines, is fixed: For a ship of the 1st class, at 777; for a ship of the line of the 2d class, at 722; for a frigate of the 1st class, at 467; of the second class, at 368; for a sloop of the 1st class, 196; of the 2d class, 165; for a schooner, at 70. But in ships of the line, and often in frigates, the number is usually greater, and may be assumed to be, on an average, in a ship of the line of the 1st class, about 900, and about 750 in the 2d class. The number often varies considerably during a cruise, and in calculating expenditures on account of provisions, I cannot fix upon any number that seems to be a nearer approximation to the truth.

In a ship with a crew of 900, including officers, supposing one ration to be issued daily to each individual, the number of rations required yearly would be 328,500. These, at 20 cents each, the present commutation price, would amount to \$65,700. But, as the officers receive money in lieu of the ration to which they are entitled at sea, and the men also to a considerable extent, for the spirit part of the ration, and even for complete rations, deductions must be made before the actual expenditure can be ascertained, or rather before it can be approximated: for, it would be extremely difficult to fix upon any sum that could be relied on as certainly correct. Estimating the ration at 20 cents, it does not appear that the annual issues, in a 74 of the 1st class, would exceed fifty-four thousand dollars; and this sum, added to the expenditure of the first column, gives the result in the second. The calculation for commuted rations is made from the amount paid by the purser of the "Dela-

ware," for undrawn rations during her last cruise; and this amount of \$54,000 has been assumed as data for calculating expenditures of provisions in other vessels, supposing the complement of a 2d rate to be 750; of a frigate of the 1st class, 500; of the 2d class, 400; of a sloop, 200; and of a schooner, 80.

The expenditure in a 74 of the first class has been calculated from the accounts of the expenses of the two cruises of the "Delaware" in the Mediterranean, adding eleven thousand dollars per annum on account of the increased pay of the officers, (by the act of the 3d March, 1835,) which increase has been calculated in the same ratio for all the other vessels.

The expenditure of a 74 in the second class is taken from an estimate of the Navy Commissioners, after deducting 20 per centum from their estimate for provisions, and fifteen thousand dollars for contingencies. I estimate the ration at 20 cents, the present commutation price; they estimate it at 25 cents, the former commutation price. The contract price for the year 1835 was, when averaged, about 15 cents. I have not been able to ascertain the contract price for the present year.

No 74 of the second class has been to sea since the "Franklin" returned from the Pacific in 1824. Her annual expenses, including provisions, were \$164,290 38 cents, which is much below the sum that may be assumed as an average annual expenditure at present for a vessel of her class. It is to be accounted for as follows: Her account for contingencies was very moderate, and the pay of the officers has been much increased since. The Commissioners of the Navy, in their estimates, make a difference in the expenses of a first and second rate of \$29,241; it may be set down in round numbers at \$30,000, though the difference is greater in the exhibit herewith transmitted.

The expenditure in vessels under the size of a 74 has been averaged from two cruises of each, and the result, I think, may be relied on as tolerably correct, with the exception that the difference in the expenditures of frigates of the first and second class, appears to be rather great, and is more, in my opinion, than could be fairly assumed as an average difference at all times.

The pursers at the navy yards now receive (all pay, emoluments, and allowances included) the sum of \$1,064, except at Baltimore, where he receives \$200 less. It is impossible to estimate with precision the profits received by the purser when at sea. In 1832, my predecessor (Mr. Kendall) estimated their "nett gains" at sea, as follows: In a ship of the line (74) of the first class, at \$5,381; of the second class, at \$5,000; in a frigate of the first class, \$3,257; in a sloop of the first class, \$2,000; in a schooner of the first class, \$1,217; of the second class, at \$1,140.

The profits considered by Mr. Kendall as "nett gains," are such as accrue to the purser after allowing for clerk-hire and for certain losses, that he may be supposed to sustain from various causes; this may be set down from \$1,200 to \$1,500 in a first-rate, and from \$800 to \$1000 in a frigate. He allows nothing for clerk-hire in sloops and schooners. This estimate for the 74's and frigates appears to me to be rather low; but it was made for a 74 upon a complement of 700 persons. I would estimate the profits in those vessels at 15 per centum more, after allowing for clerk-hire, as he did, and for incidental losses that might or might not

be sustained. For the other vessels his estimates appear to be sufficiently high, and I have adopted them without adding any per centum.

I am satisfied that the profits of the pursers are generally overrated, and that they do not acquire fortunes either with the celerity or the certainty that many suppose they do. The profits are never very considerable, except in ships of the line and in frigates; and, as our navy is at present organized, and with but one first-rate generally in commission, no purser can reasonably expect a vessel of that class more than once in his life. And, upon a supposition that the active naval armament will not be increased, and that only one 74 will be kept in commission for many years to come, a purser now entering the navy has not even a very flattering prospect of once getting a vessel of that class. There are, in the navy, forty-two pursers, and only five have had 74's within the last twenty-two years.

Nor is a purser entitled regularly to a frigate, until after ten or twelve years' service at navy yards and in smaller vessels, though through good fortune they sometimes get them sooner; or he may be a portion of the time without employment, waiting orders, and will then receive for his whole annual compensation only 624 dollars; if at a navy yard, he will receive but 1,064 dollars, though he may disburse for the Government hundreds of thousands of dollars, as he frequently does. And if he disbursed millions, the compensation would be no more than if he disbursed nothing.

Mr. Southard's letter and bill are herewith returned.

I have the honor to be,

Very respectfully,

Your obedient servant,

J. C. PICKETT.

Hon. M. DICKERSON,

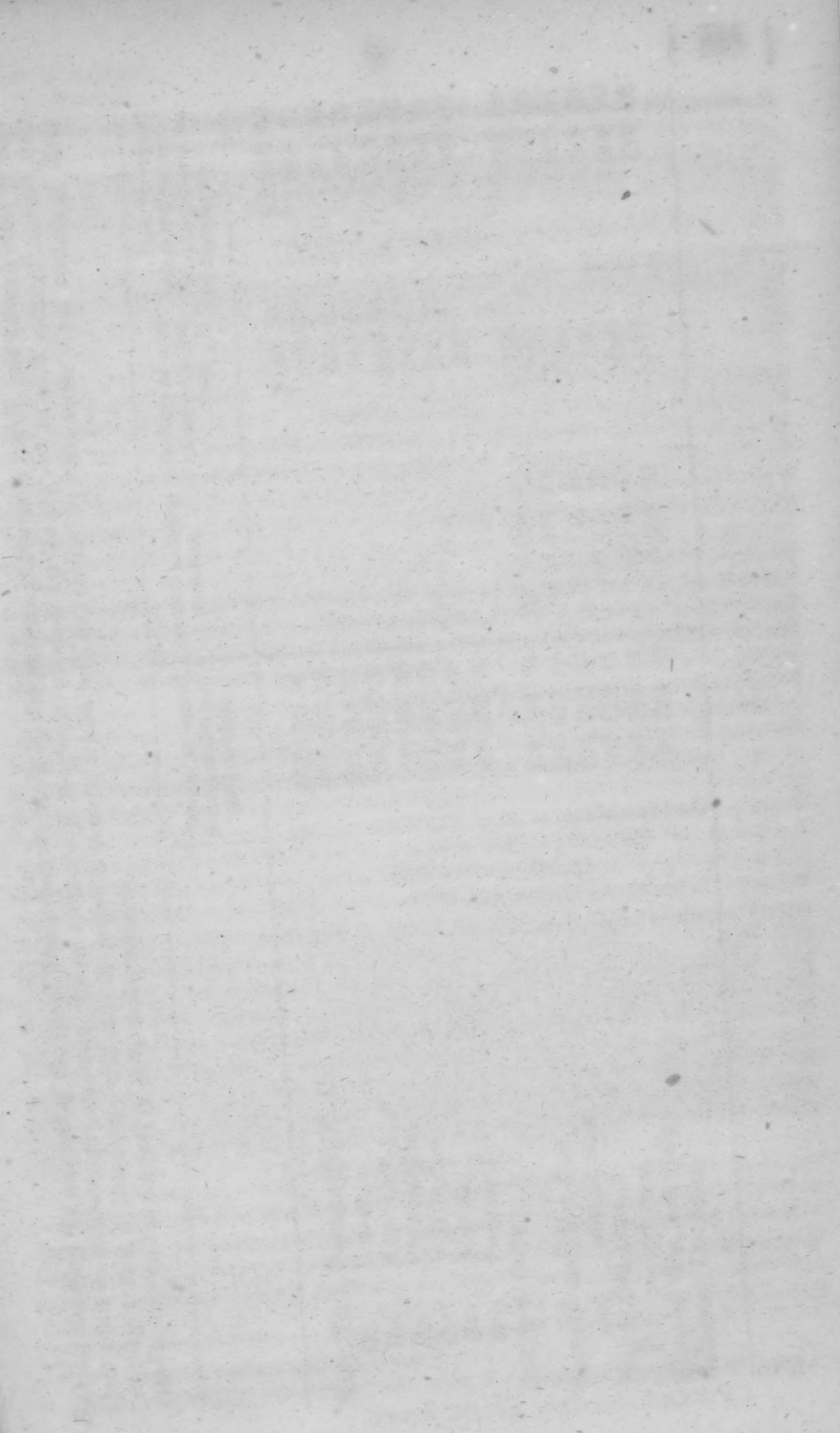
*Secretary of the Navy.*

*Exhibit showing the amount of the usual disbursements made by the pursers at the navy yards, and in each class of vessels while in commission; showing also an estimate of the profits received by the pursers in each class of vessels, and at navy yards, at this time; and also the probable amount which will be received by them under a per centum of three and a half on the amount of their disbursements.*

				Amount of annual disbursements with- out provisions.	Amount including provisions.	Estimate of profits received at this time.	Probable amount which will be receiv- ed at 3½ per cent. on disbursements.
Navy Yard, Portsmouth, N. H.	-	-	-	\$66,167 96	-	\$440 35	\$2,315 88
Do Boston,	-	-	-	202,466 13	-	440 35	7,086 31
Do New York,	-	-	-	207,842 24	-	440 35	7,274 47
Do Philadelphia,	-	-	-	128,506 76	-	440 35	4,507 71
Do Washington,	-	-	-	150,852 20	-	440 35	5,279 82
Do Norfolk,	-	-	-	371,498 03	-	440 35	13,002 43
Do Pensacola,	-	-	-	68,192 88	-	440 35	2,386 74
Baltimore Station,	-	-	-	48,574 08	-	200	1,700 09
Seventy-four, first class,	-	-	-	176,059 79	\$230,059 79	6,188	8,052 09
Do second class,	-	-	-	153,977 25	198,977 25	5,750	6,964 20
Frigate first class,	-	-	-	103,732 55	133,732 55	3,744	4,680 63
Do second class,	-	-	-	83,115 12	107,115 12	2,900	3,749 02
Sloop of War, first class,	-	-	-	47,134 47	59,134 47	2,000	2,069 70
Schooner, first class,	-	-	-	20,286 39	25,086 39	1,217	878 02



General Information		Physical Characteristics		Chemical Analysis		Biological Data	
Specimen No.	Locality	Height (cm)	Weight (kg)	Moisture (%)	Protein (%)	Carbohydrate (%)	Fiber (%)
1001	Forest, 1000 ft	150	45	75	12	45	10
1002	Forest, 1000 ft	150	45	75	12	45	10
1003	Forest, 1000 ft	150	45	75	12	45	10
1004	Forest, 1000 ft	150	45	75	12	45	10
1005	Forest, 1000 ft	150	45	75	12	45	10
1006	Forest, 1000 ft	150	45	75	12	45	10
1007	Forest, 1000 ft	150	45	75	12	45	10
1008	Forest, 1000 ft	150	45	75	12	45	10
1009	Forest, 1000 ft	150	45	75	12	45	10
1010	Forest, 1000 ft	150	45	75	12	45	10
1011	Forest, 1000 ft	150	45	75	12	45	10
1012	Forest, 1000 ft	150	45	75	12	45	10
1013	Forest, 1000 ft	150	45	75	12	45	10
1014	Forest, 1000 ft	150	45	75	12	45	10
1015	Forest, 1000 ft	150	45	75	12	45	10
1016	Forest, 1000 ft	150	45	75	12	45	10
1017	Forest, 1000 ft	150	45	75	12	45	10
1018	Forest, 1000 ft	150	45	75	12	45	10
1019	Forest, 1000 ft	150	45	75	12	45	10
1020	Forest, 1000 ft	150	45	75	12	45	10
1021	Forest, 1000 ft	150	45	75	12	45	10
1022	Forest, 1000 ft	150	45	75	12	45	10
1023	Forest, 1000 ft	150	45	75	12	45	10
1024	Forest, 1000 ft	150	45	75	12	45	10
1025	Forest, 1000 ft	150	45	75	12	45	10
1026	Forest, 1000 ft	150	45	75	12	45	10
1027	Forest, 1000 ft	150	45	75	12	45	10
1028	Forest, 1000 ft	150	45	75	12	45	10
1029	Forest, 1000 ft	150	45	75	12	45	10
1030	Forest, 1000 ft	150	45	75	12	45	10
1031	Forest, 1000 ft	150	45	75	12	45	10
1032	Forest, 1000 ft	150	45	75	12	45	10
1033	Forest, 1000 ft	150	45	75	12	45	10
1034	Forest, 1000 ft	150	45	75	12	45	10
1035	Forest, 1000 ft	150	45	75	12	45	10
1036	Forest, 1000 ft	150	45	75	12	45	10
1037	Forest, 1000 ft	150	45	75	12	45	10
1038	Forest, 1000 ft	150	45	75	12	45	10
1039	Forest, 1000 ft	150	45	75	12	45	10
1040	Forest, 1000 ft	150	45	75	12	45	10
1041	Forest, 1000 ft	150	45	75	12	45	10
1042	Forest, 1000 ft	150	45	75	12	45	10
1043	Forest, 1000 ft	150	45	75	12	45	10
1044	Forest, 1000 ft	150	45	75	12	45	10
1045	Forest, 1000 ft	150	45	75	12	45	10
1046	Forest, 1000 ft	150	45	75	12	45	10
1047	Forest, 1000 ft	150	45	75	12	45	10
1048	Forest, 1000 ft	150	45	75	12	45	10
1049	Forest, 1000 ft	150	45	75	12	45	10
1050	Forest, 1000 ft	150	45	75	12	45	10



1. The first part of the paper is devoted to a general discussion of the subject.

2. The second part is devoted to a detailed description of the method.

3. The third part is devoted to a discussion of the results.

4. The fourth part is devoted to a discussion of the conclusions.

5. The fifth part is devoted to a discussion of the future work.

6. The sixth part is devoted to a discussion of the references.

7. The seventh part is devoted to a discussion of the acknowledgments.

8. The eighth part is devoted to a discussion of the appendix.

9. The ninth part is devoted to a discussion of the bibliography.

10. The tenth part is devoted to a discussion of the index.

11. The eleventh part is devoted to a discussion of the summary.

12. The twelfth part is devoted to a discussion of the conclusion.

13. The thirteenth part is devoted to a discussion of the future work.

14. The fourteenth part is devoted to a discussion of the references.

15. The fifteenth part is devoted to a discussion of the acknowledgments.

16. The sixteenth part is devoted to a discussion of the appendix.

17. The seventeenth part is devoted to a discussion of the bibliography.

18. The eighteenth part is devoted to a discussion of the index.

19. The nineteenth part is devoted to a discussion of the summary.

20. The twentieth part is devoted to a discussion of the conclusion.

21. The twenty-first part is devoted to a discussion of the future work.

22. The twenty-second part is devoted to a discussion of the references.